

FIG.1 PRIOR ART

FIG. 1 is a cross-sectional view of a prior art device, showing a housing 1, a piston 3, a valve 4, a spring 5, a cam 7, a follower 9, a rocker 11, a pushrod 13, a pump 15, a shaft 17, a crank 19, a connecting rod 21, a flywheel 23, a pin 25, a bush 27, a gasket 29, a seal 31, a ring 33, a sleeve 35, a pin 37, a bush 39, a pin 41, a bush 43, a pin 45, a bush 47, a pin 49, a bush 51, a pin 53, a bush 55, a pin 57, a bush 59, a pin 61, a bush 63, a pin 65, a bush 67, a pin 69, a bush 71, a pin 73, a bush 75, a pin 77, a bush 79, a pin 81, a bush 83, a pin 85, a bush 87, a pin 89, a bush 99, a pin 101, a bush 103, a pin 105, a bush 123, a pin 125.

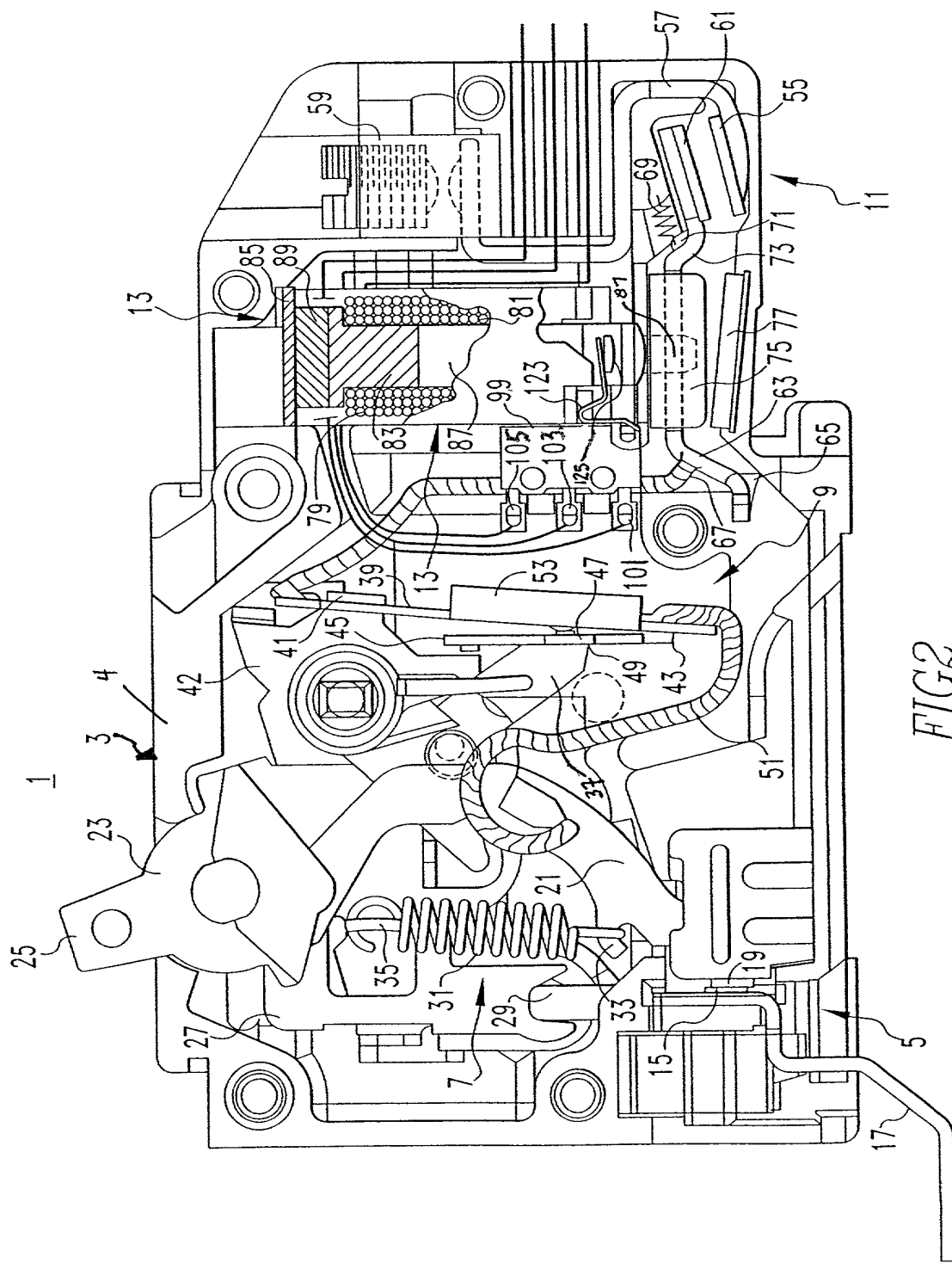


FIG. 2

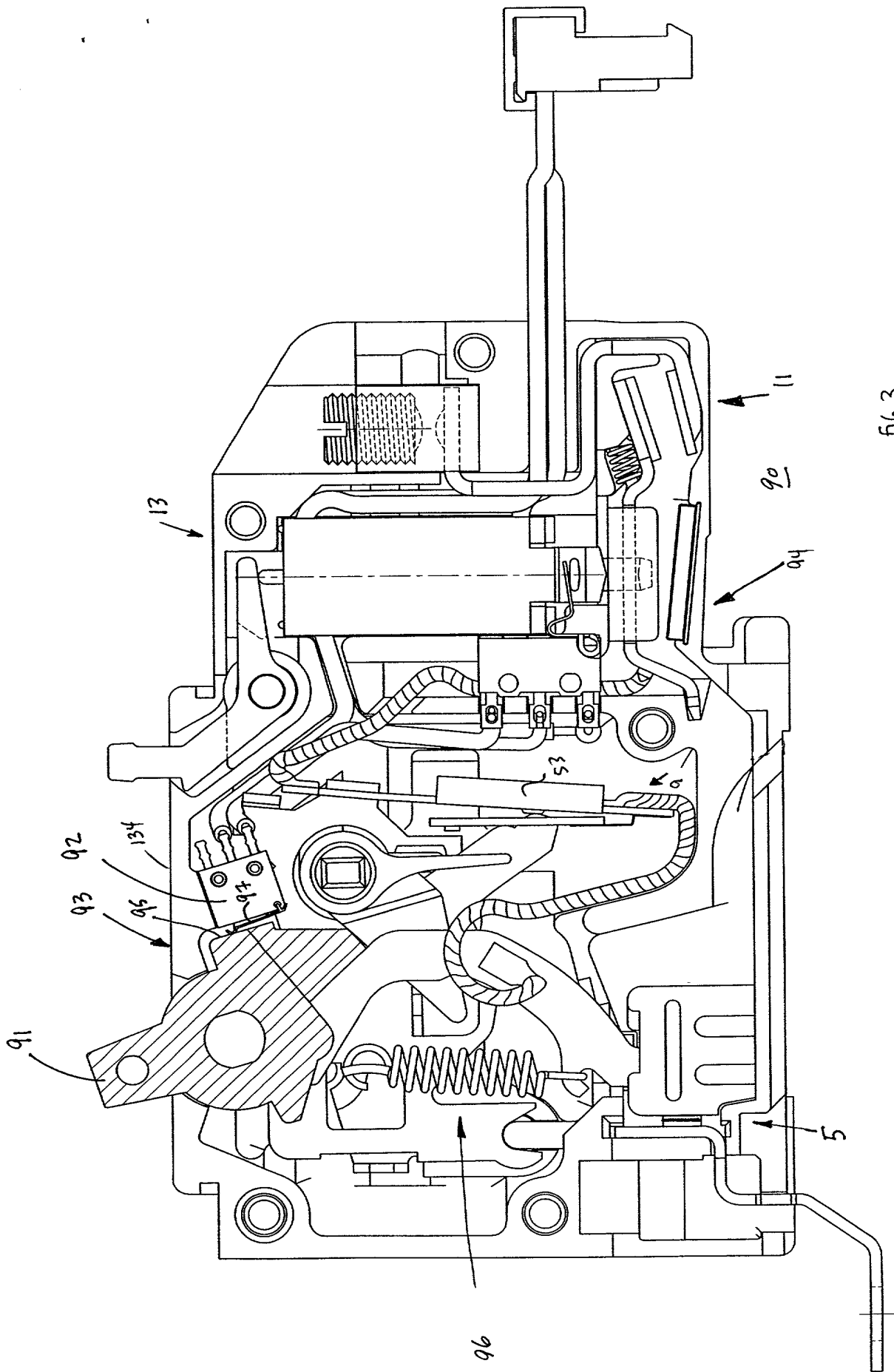


Fig. 3

1. The present invention relates to a device for detecting the presence of a fault in a system, and more particularly to a device for detecting the presence of a fault in a system which is a part of a vehicle.

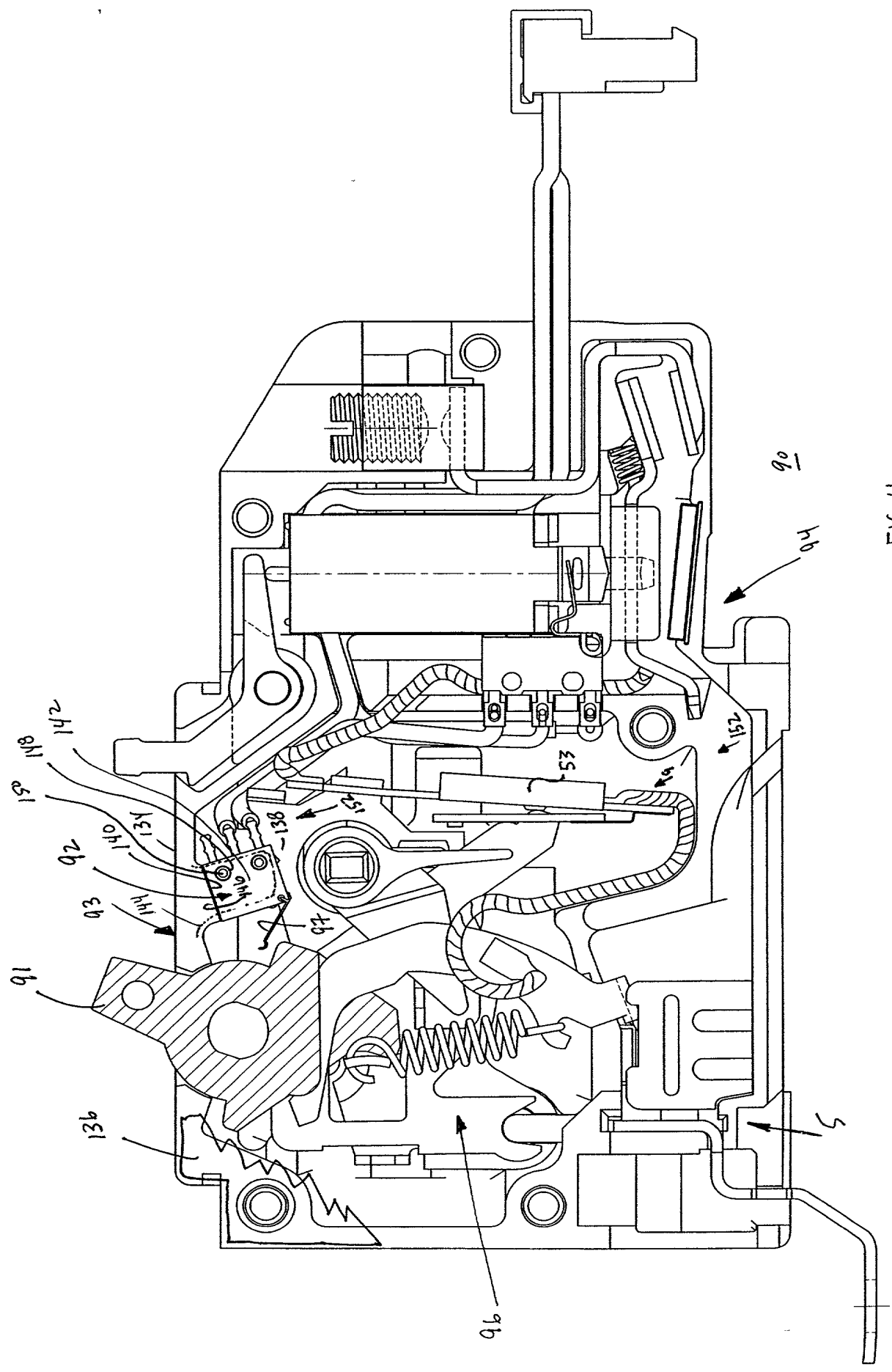
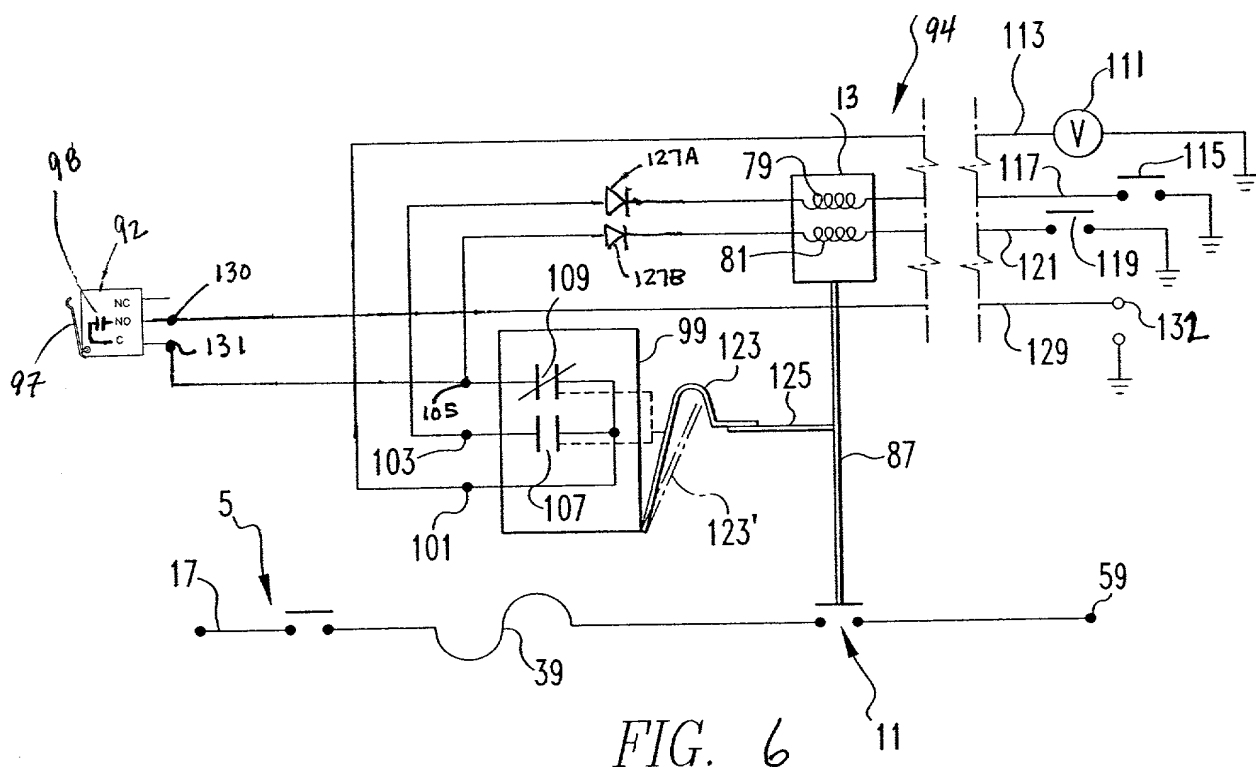


FIG. 4





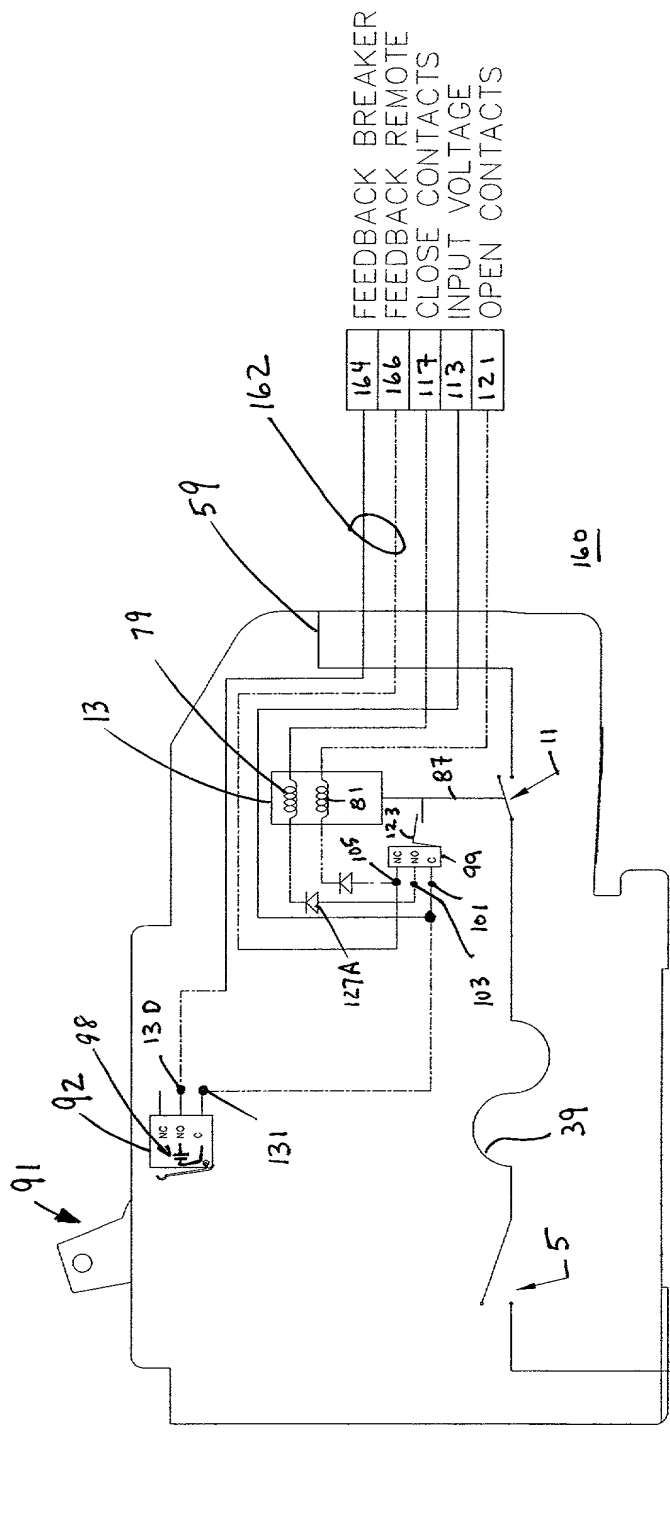


FIG. 7

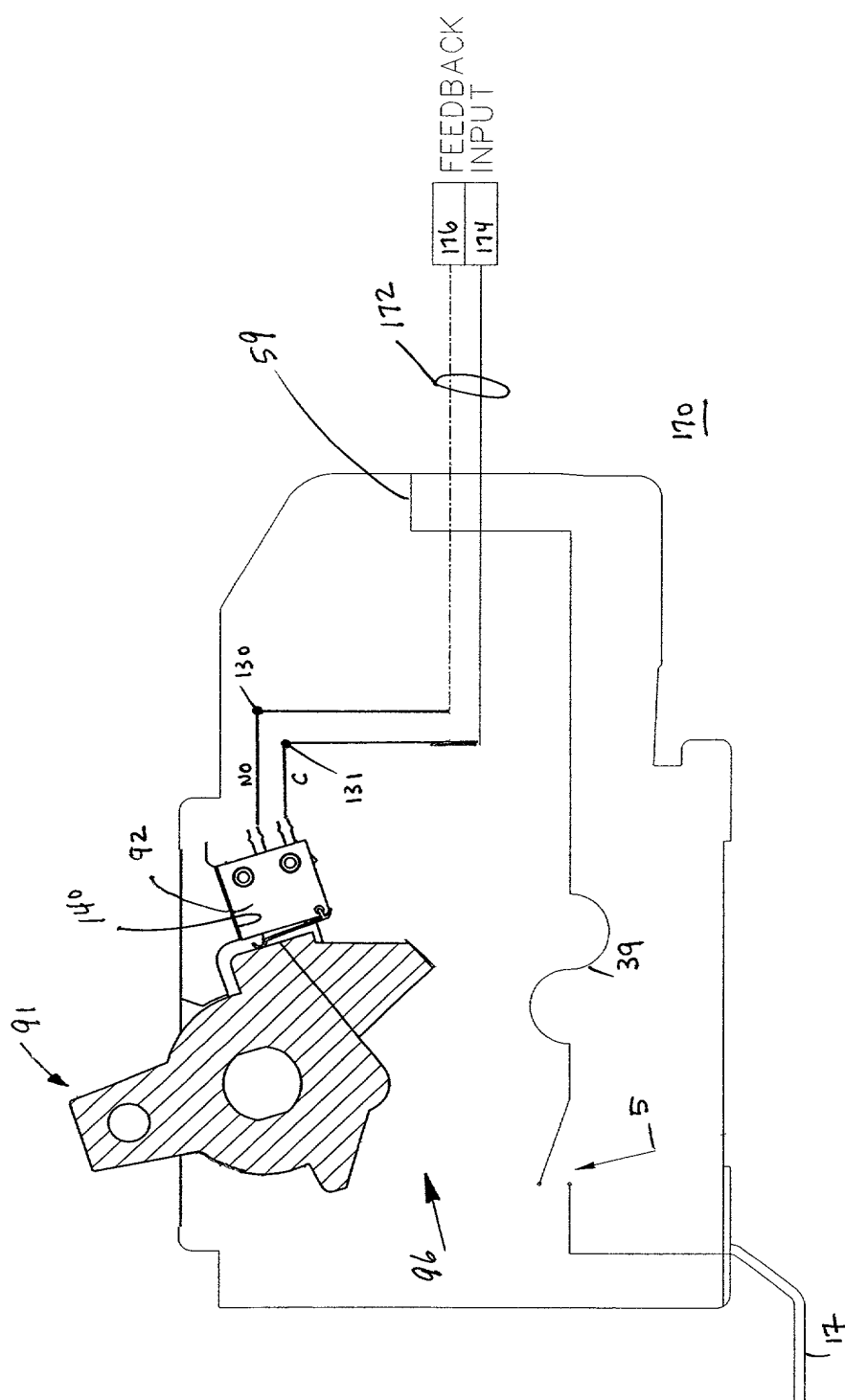
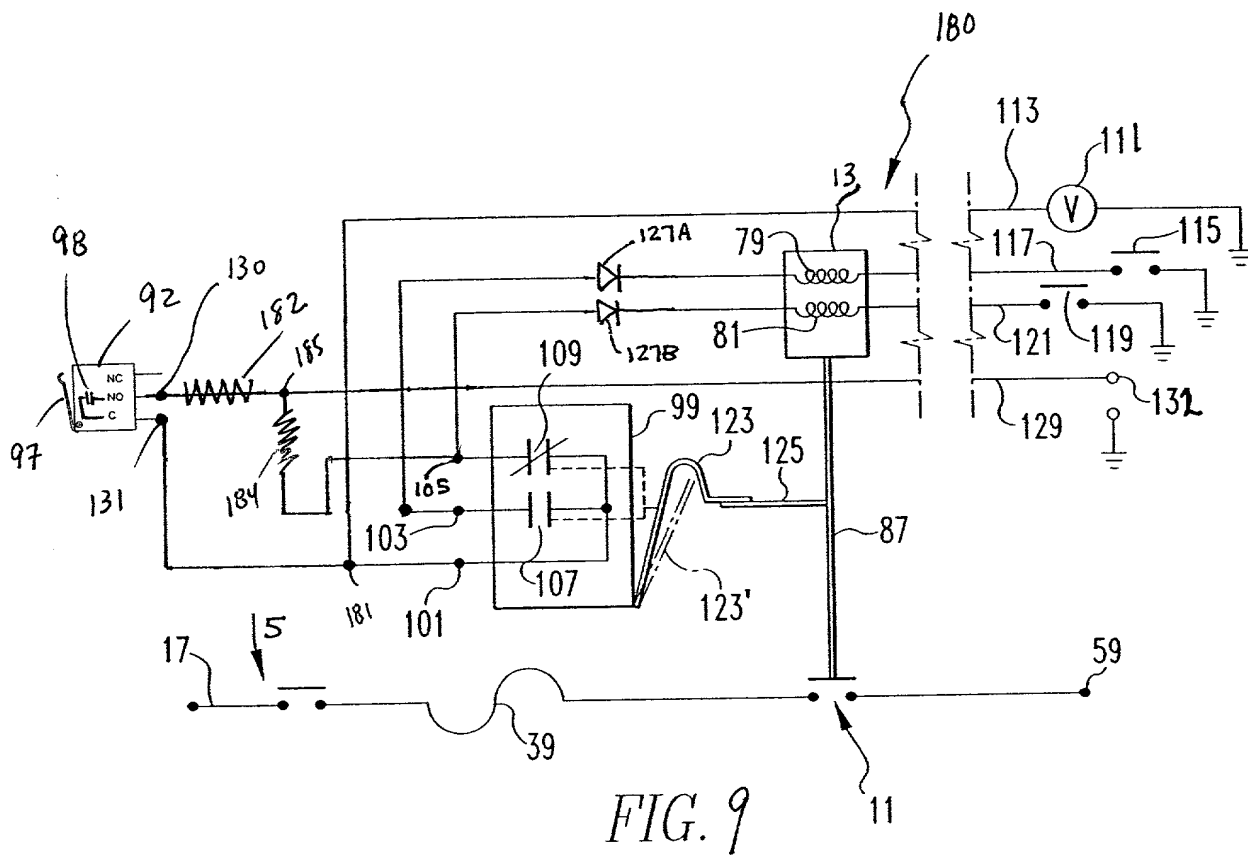


Fig. 8





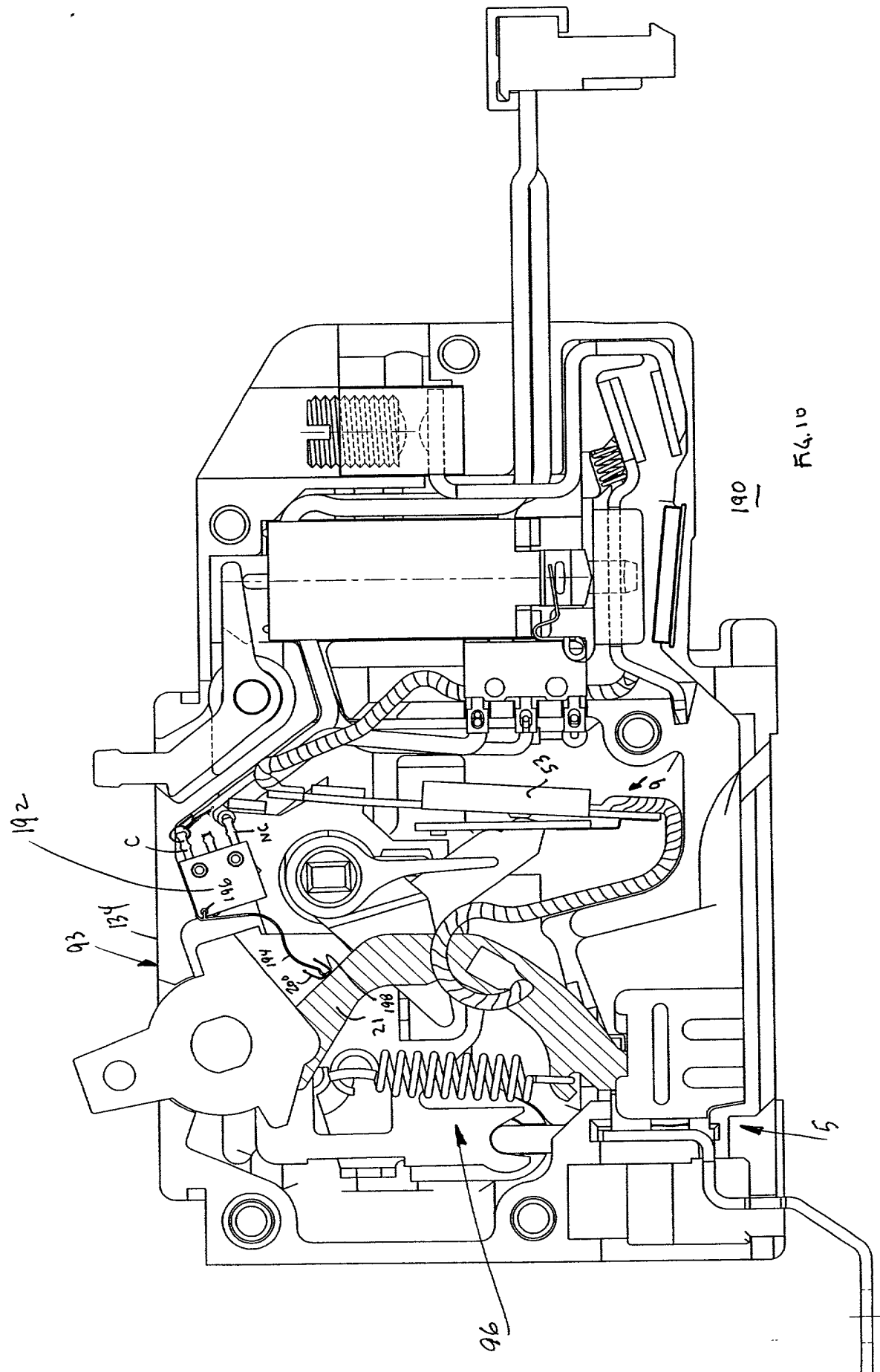
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FIG. 11 is a cross-sectional view of the device taken along line 11-11 of FIG. 10, showing the internal components and the electrical connections.

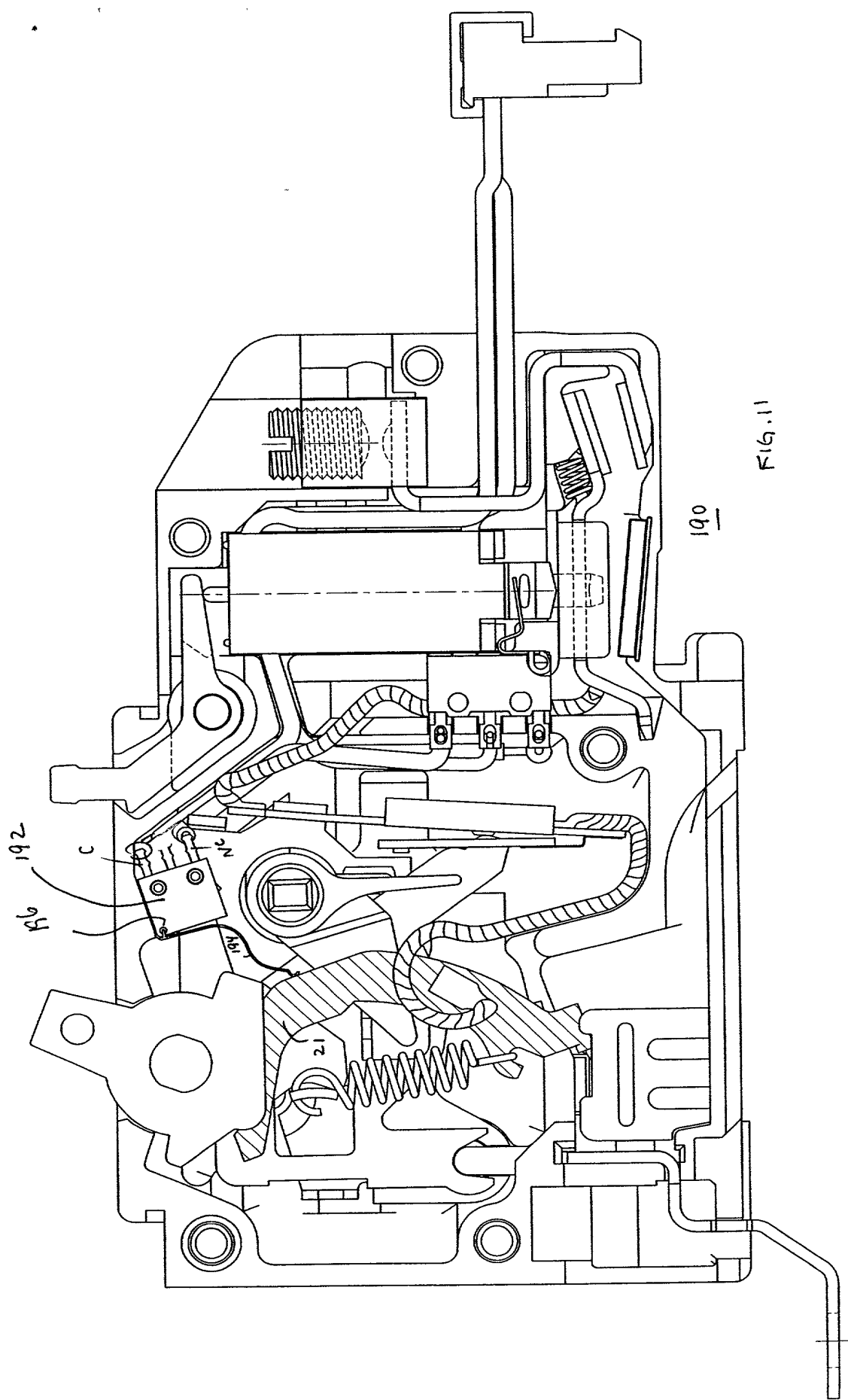


FIG. 11

FIG. 12 is a perspective view of the device of FIG. 11, showing the device in a closed position, with the handle 190 in a closed position, and the handle 192 in a closed position.

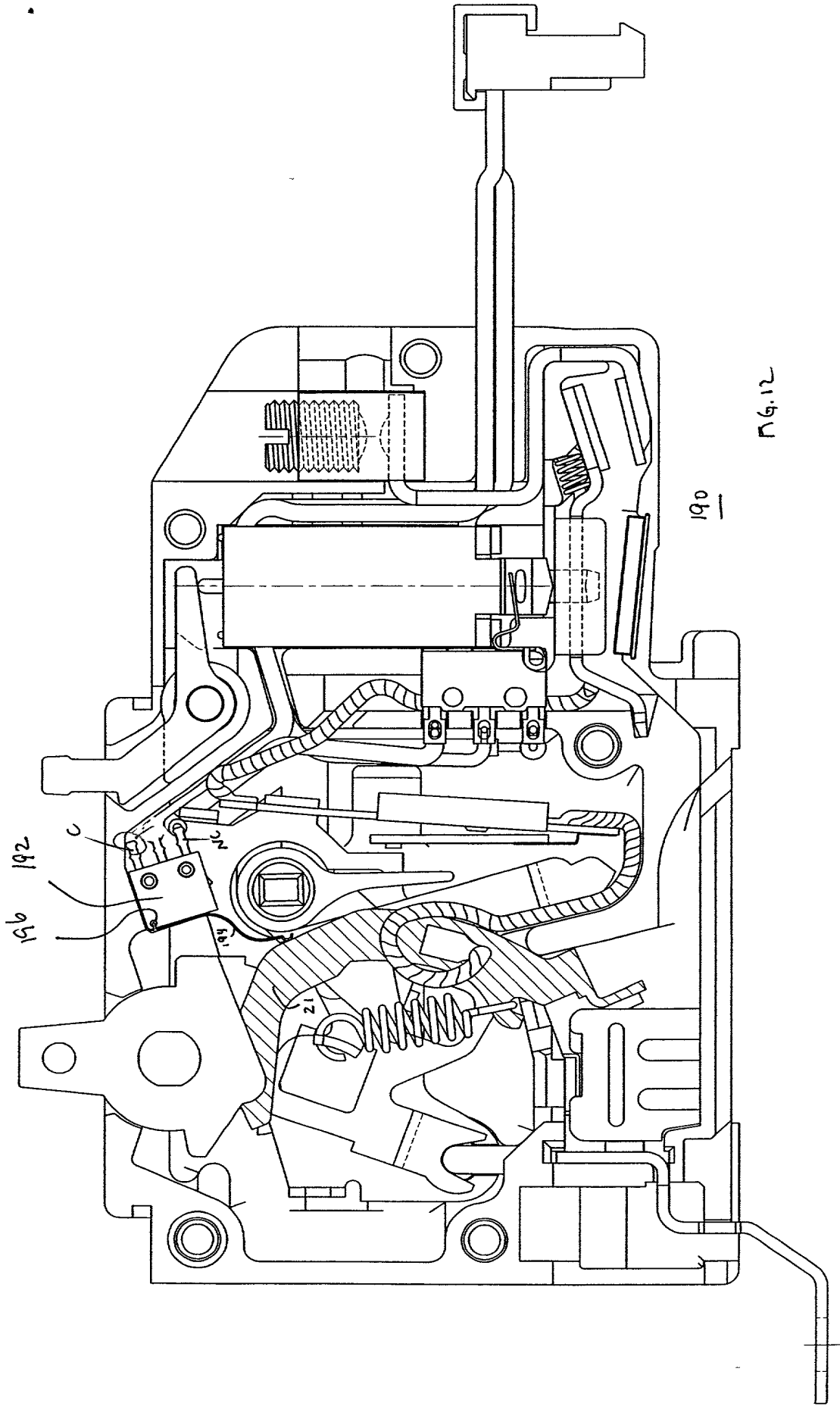


FIG. 12